

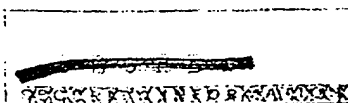
CLASSIFIED MESSAGE

ORIG : FRANK G. WISNER

1007 - 000

1007 - 000

DATE : 17 May 1954



ROUTING			
1		4	
2		5	
3		6	

TO : SENIOR REPRESENTATIVE, LINCOLN

CIA HISTORICAL REVIEW PROGRAM

RELEASE AS SENTINEL

FROM: DIRECTOR OF CENTRAL INTELLIGENCE

CONF: * DD/P (L) (1)

INFO : DCI (2), D/DCI (3), Wk (4), SA/PC/DCI (5), A/DD/P/P (6), WH (PBS) (7-9)

1954

Town

DIR 00858 (OUT 95185) 1725Z 17 MAY 54

PRIORITY

TO: SLINC

CITE: DIR

RE: A. LINC 2724 (IN 47759)

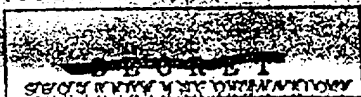
B. LINC 2766 (IN 47822)

1. FOLLOWING FURTHER CONSIDERATION OF SABOTAGE POSSIBILITIES WE HAVE FOLLOWING ADDITIONAL GUIDANCE FOR LINCOLN AND THE FIELD. WE APPRECIATE THAT IT MAY NOT BE FEASIBLE TO WORK OUT ANY SUBTLE REFINEMENTS OF THIS EFFORT BUT NEVERTHELESS DESIRE YOU TO GIVE ALL POSSIBLE CONSIDERATION TO THESE HQS VIEWS AND REQUESTS.

2. WE STILL CONSIDER THAT DOCK WHICH IS REPORTED IN WEAKENED CONDITION WOULD BE MOST VALUABLE AND VULNERABLE TARGET IF AN APPRECIABLE QUANTITY OF ARMS REMAINS ON DOCK LONG ENOUGH ENABLE THE ATTEMPT BE MADE THERE. WE DRAW SOME ENCOURAGEMENT THIS CONNECTION FROM ASSURANCES OF EFFORTS DRAG FEET AND OTHERWISE CONFUSE AND DELAY OFFLOADING AND ONWARD MOVEMENT.

3. OBVIOUSLY NO POINT IN ATTACKING SHIP IF ALL OR MOST OF CARGO REMOVED. FURTHERMORE STRONGEST POSSIBLE ATTEMPTS BEING MADE DIRECT WITH SWEDISH GOVERNMENT AND BRITISH CHARTERING COMPANY OBTAIN RECALL OF SHIP PRIOR COMPLETION UNLOADING.

COORDINATING OFFICERS



RELEASING OFFICER

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ORIG : FRANK G. WISNER
UNIT : DDP
DATE : 17 MAY 1954

ROUTING	
1	4
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TO : SENIOR REPRESENTATIVE, LINCOLN

FROM : DIRECTOR OF CENTRAL INTELLIGENCE

CONF :

INFO :

PAGE 2

DIB 00858 (OUT 95185)

PRIORITY

PRECEDENCE

4. CONCERNING RAIL SABOTAGE THERE IS NOT MUCH TO BE GAINED FROM A RAIL CUT WHICH WOULD NOT SUBSTANTIALLY DELAY TRANSPORT OF ARMS. OPTIMUM RESULT WOULD OF COURSE BE ACCOMPLISH RAIL SABOTAGE IN SUCH WAY AS SMASH UP TRAIN BEARING ARMS OR POSSIBLY FOLLOWED BY DIRECT SABOTAGE OF ARMS SHIPMENT. NEXT MOST DESIRABLE RESULT WOULD BE SABOTAGE TO BRIDGE AT POINT WHERE PARALLELING HIGHWAY COMMUNICATIONS POOREST. DESTRUCTION OF A MAJOR BRIDGE WOULD PROBABLY TAKE CONSIDERABLE TIME REPAIR.

5. YOU AUTHORIZED PROCEED AS BEST YOU CAN BUT BEARING FOREGOING POINTS IN MIND AND PARTICULARLY FACT THAT MERE RAIL CUT WHICH COULD BE SPEEDILY REPAIRED WOULD HARDLY BE WORTH THE CANDLE.

END OF MESSAGE

*CABLE SECRETARIAT COMMENT: TREATED AS RYBAT/PBSUCCESS.

Frank G. Wisner

FRANK G. WISNER
DDP
RELEASING OFFICER

COORDINATING OFFICER

SECRET
SECURITY INFORMATION

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